



FLIGHT LINES

The Monthly Newsletter of The Spirits of St. Louis R/C Flying Club, Inc.

Four-Star 40/Warbirds Races Big Success

PRESIDENT'S NOTES:

By Steve Cross

Saturday, October 18 was our last scheduled event for the year, the Four-Star 40/Warbirds races. The participation on this day was more than I have seen in the recent past, and the competition was fun and very interesting for the spectators, I am sure. You can read and see more about the day later in this newsletter. Thank you to Paul Geders for being the Contest Director, and a very special thank you to all the members who came out to help Paul and made it all possible for those of us who flew in the races. If you didn't get a chance to see or participate in one of the races this year, be sure to make a note to come out next year. I promise, you'll be hooked!

Don't forget that our club meeting in November will be the annual awards meeting, where we recognize those of you that helped to make our club the best it can be. Prizes will be awarded, so be sure to come. It will definitely be a lot of fun!

Finally, I would like to extend a heartfelt thank you to those members who served on the Board of Directors this past year, and to congratulate those individuals who have accepted the call to serve this year. Several of us will continue in our respective roles, but there have been some changes. Steve Ramonczuk was our Vice President, Ralph Amelung served as our Safety Director and Flight Instructor, Vic Bunze as our Contest/Events Coordinator, and of course, George Cooper as our Field Marshal. George is now taking over the VP position, while Vic will assume the role of Safety Director. New to the Board is Greg Pugh as our Field Marshal, and Bob Gizzie will serve as our Flight Instructor. These members have agreed to serve you in an effort to keep our club the best in the area. Please give them whatever help they need, whenever they ask for it. Remember, it's your club!

See you at the field!
Steve Cross

MEETING MINUTES: OCTOBER 8, 2003

By Walt Wilson

Members signed in: 17 members, two new member applicants and two guests were present.

Secretary's Report: Minutes were accepted as published in last month's Flight Lines.

Treasurer's Report: The Treasurer's Report was accepted as presented.

Field Report: George Cooper read his Field Report as published on page two of this newsletter.

Activities Report:

Third Annual Open House: Thirty-three flyers made 66 flights throughout the day. We did well financially from the concession stand and raffle. The Event Director is open to suggestions for an even better Open House next year. Tower Hobbies gift certificates were presented to selected workers who went above and beyond in supporting the event.

Build-n-Fly Contest: The contest was canceled for lack of entries. Only one team entered. The concept will be re-evaluated and possibly tried again next year.

Four-Star 40/Warbirds Races: The October 18 event will be the last scheduled for this year. Several new competitors are expected to be entered. Anyone not competing is asked to volunteer as a helper.

Election of Officers for 2004:

The following candidates were elected for 2004:

President: Steve Cross
Vice President: George Cooper
Secretary: Walt Wilson
Treasurer: Les Richman

The following members of the Board of Directors were appointed and approved;

Membership Chairman Bill Lindewirth
Newsletter Editor Walt Wilson
Webmaster Paul Geders
Safety Officer Vic Bunze
Field Marshals Greg Pugh
and Pat Keebey
Activities Chairman TBD Volunteers are requested.

Past President No longer a club member
Appointed Open

Chief Flight Instructor is not a Board position, but Bob Gizzie has accepted that job.

New Member Applicants:

Name	Phone Number
Mark Jameson	636-578-2210
Jeff Erker	314-439-5129

They were unanimously accepted by the members present.

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OLD BUSINESS:

Awards will be presented to the top participants in the 2003 club activities at the November meeting. The Activities and Field Chairmen were asked to submit their recommendations.

By-law Change: The proposal for changing the By-Laws as presented in the October issue of Flight Lines were accepted.



George Cooper shows this month's airplane, a Dynaflite Spitfire. He bought the discontinued kit on the internet. It's powered by an O.S. .46 FX and weighs only five pounds. He says it's a great flying airplane!

Dues Change: New members joining in August or September will now be able to pay \$10.00 each for those months and join for the following year. The full amount for the one or two months and the following year are due when joining. In other words, by paying \$145.00 they can join in August, 2003, and be paid up for 2004. They can join in September for \$135.00 and be paid up for 2004. Two members who joined in August will be offered the opportunity to join for 2004 by adding \$20.00 to the \$125.00 (\$100.00 plus \$25.00 initiation fee) already paid.

It was noted that AMA pro-rates for people who join that organization in August or later and gives them a membership package for the following year. We are doing essentially the same thing.

NEW BUSINESS:

None presented.

Meeting Activity:

George Cooper gave a presentation on making hinges from

iron-on fabric materials such as Worldtex or Solartex. Strips are sewn together and ironed in place as hinges. He also discussed his Dynaflite Spitfire and partial kits he has made using the basic design and templates he has developed. He is also building some ready-to-fly copies for other members.

Meeting was adjourned at 8:18 P.M.

FIELD REPORT

By George Cooper

Rain just before Open House delayed the mowing, but we got it mowed Friday afternoon and set up the parking lot avoiding a water puddle. Thanks to Bob Gizzie for filling in for a missing member of the mowing team, and also Harold Mantz and Bob Fiely who pitched in with the Weedeaters. The rain made grass parking a little questionable, but it dried up well and we only had a small track in the grass at the entrance. The newly seeded areas survived and are growing in nicely. The two jets at the Open House ran their engines on the taxiway and burned a couple of V's in the grass, but they should grow in next spring. A small price to pay for the attraction the jets provided.

Grass growth is slowing, but still needs occasional mowing until we get a hard freeze, so some of the mowing teams will still need to mow their last time on the schedule.

This is my last report as Field Marshall. It has been an interesting, challenging, and sometimes frustrating position, but generally a good experience. Thanks to all who helped willingly, the field has improved considerably over these 2 years and Charlie Bauer, our AMA district VP, stopped by last week to see it saying it is supposed to be the best facility in the area. It has taken a lot of work from a lot of people to achieve this and all who helped should feel a sense of pride. Keep up the good work, cooperate with the new Field Marshall, and volunteer when required. Thanks again, see you at the field!

*George Cooper, Field Chairman
Pat Keebey, Assistant*

October 18 Four-Star 40/Warbirds Race Report

By Paul F. Geders

The day started off with a beautiful calm morning breeze...however, as the day went on, the wind picked up...just what you would expect on race day, right? However, what was unexpected was the excellent turnout of eager contestants. We had a total of 16 contestants, 15 competing in Four-Star 40, and seven in Warbirds.

We had several frequency conflicts in Four-Star 40, and that created a longer than normal delay as yours truly had to set up a matrix by hand. It's easy when there are no frequency conflicts like we had in the first two races this year! This prompted Steve Cross and me to think about bringing a laptop and printer for the races next year. With the late start we didn't get to complete five rounds...and the contestants

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voted to end the event at three rounds, which got us finished around 4:00 p.m.

The racing in Four-Star 40 was, as always, very competitive! The person who hit the start-finish line first was usually, not always, the one who won. Matt Geders with his usual "rock solid", almost robotic-like flying, took home first place in Four-Star 40. Curtis Milster was "steady" and won Warbirds! Curt's AT-6 Texan was also awarded the "Best of Show" by the workers.

Bob Bennett, Charlie Brunner and Ron Hesskamp came out and competed and they told me that they had a good time. Bob stated that the Spirits "run a good contest". Charlie told me that he wanted to get Four-Star 40 racing started in the St. Louis R/C Flying Assoc. (SLRCFA) club next year. He said he wanted to use our rules...nice compliment! So it looks like we will have more Four-Star 40 contests to go to next year. I, for one, look forward to it.

Four-Star 40						
	Rnd 1	Rnd 2	Rnd 3	Total		
Contestant	Points	Points	Points	Points	Finish	
1 C. Brunner	2 Cuts	2 Cuts	2	2	10	
2 S. Ramonczuk	DNF*	3	5	8	7	
3 Gene Jones	5	4	5	14	2	
4 R. Amelung	4	2	2	8	7	
5 Ron Hesskamp	2	5	4	11	4	
6 Ralph Doyle	5	DNF**	DNS	5	9	
7 Steve Cross	3	3	4	10	6	
8 Paul Geders	2	5	5	12	3	
9 Patrick Keebey	2	2	3	7	8	
10 Lee Volmert	DNF	DNS	2	2	10	
11 Vic Bunze	3	3	4	10	6	
12 Matt Geders	5	5	5	15	1	
13 Bob Fiely	3	4	DNS	7	8	
14 Bryan Volmert	4	5	2	11	5	
15 Curt Milster	3	3	2	8	7	

* Steve hit the west-end pylon, disintegrating his airplane, then got his backup airplane out and flew the rest of the events.

** Ralph's wing decided to depart the aircraft coming out of the west pylon turn.

Warbirds						
	Rnd 1	Rnd 2	Rnd 3	Total		
Contestant	Points	Points	Points	Points	Finish	
1 Ralph Doyle	5	1	DNF	6	6	
2 Bob Bennett	3	3	5	11	2	
3 Lee Volmert	1	1	DNS	2	7	
4 Bryan Volmert	3	4	DNS	7	5	
5 Paul Geders	3	3	4	10	3	
6 Matt Geders	4	4	DNF	8	4	
7 Curtis Milster	4	4	5	13	1	

We gave away gift certificates for Mark Twain Hobby for the first 5 places in Four-Star 40 and the first 3 places in

Warbirds. 1st = \$40, 2nd = \$30, 3rd = \$20, 4th and 5th = \$10.

We also gave away two worker prizes consisting of a \$25 gift certificate each. The winners of the worker prizes were Greg Pugh and Bill Hancock. All this for a FREE ENTRY FEE too!

Ralph Amelung purchased and brought the food, and Bob Gizzie's wife, Jackie Gizzie, along with Bob's brother-in-law (Skip Madsen) and sister-in-law (Gail Madsen) did all the cooking so Ralph could play with the rest of us. Skip and Gail are from Grayling, MI and were in town visiting Bob and Jackie. Thanks to Jackie and Bob and please tell Skip and Gail we really appreciated their kind efforts

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Matt Geders won Four-Star 40 by flying smooth and steady, and landing with the engine running every time.



Curtis Milster won Warbirds with consistency and smooth flying.

More racing photos on the following pages....

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PHOTOS BY CAROLYN SCHLUETER
AND WALT WILSON



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Seniors at the field...



Jack Owens holds his ten-year-old Ace 4-20. It's powered by an O.S. .25 FP and just keeps flying!



Bob Fiely and his O.S. .91 FS-powered Ultrasport.



Forest Holt runs up the O.S. .46 FX in his new Sig Kadet LT-40.



Harold Mantz prepares to start the O.S. .46 FX in his Super Sportster. Art Frost built it from plans.



Gene Jones holds on while Don Fitch tweaks the needle valve on the O.S. .25 powering his foam core "Pizza Box" variant on his "Build-n-Fly" design. It flew!

Most Spirits who hold down 40-hour per week day jobs anxiously await the weekends to fly. There's another side to the club. On any weekday morning, weather permitting, you'll find a group of Spirits flying and visiting at the field. Most are Seniors, but some students and instructors also appear occasionally. Sometimes a night worker, or a member with a day off, will come out and fly. The atmosphere is relaxed and friendly. While some new or exotic planes appear from time to time, most are trainers or easy-flying sport planes. Some of the planes are as much as 20 or more years old. This is the true meaning of sport flying.

October 18 Four-Star 40/Warbirds Races (Continued from page 3)

More than anything I want to thank each of the workers that came out and made this a great day for the racers. Thanks to: Les Richman, Jim Rawlings, Ozzie Barron, Harold Mantz, Bill Hancock, Bob Gizzie, George Cooper, Greg Pugh, Jesse Milster, Jake Milster, David Rose, Carolyn Schlueter, Charlie Hedges and Ken Brock. One last thank you goes to Steve Cross and Steve Ramonczuk who were the assistant starters for the race. Without their help I couldn't have done it by myself. Again, a sincere thanks to all of you who made another successful contest!

For Sale

NIB Carden 40% scale Extra 300S, for sale at \$1100.00. Not opened since received from Carden. I will build it in the bones if needed. Call Rick Martin at 314-355-7874.

For Sale

Royal Aire 40T ARF Trainer. Partly assembled. \$50.00. Call Pat at 314-220-7008.

The Last Word

By Walt Wilson

One of the perks of writing for a magazine and having your name and address in print, is the opportunity to meet modelers from far places. Since I've been writing articles and reviewing kits, I've received letters, photos, calls, or e-mail from all over the U.S.A., Canada, Australia, England, Germany, Japan, and South Africa. In the past week, I received a phone call from my friend, Bob Phillips, in Rockhampton, Queensland, Australia. He noted in an e-mail that I had been having health problems and, since he prefers talking to writing, was inquiring about my well-being! Bob and I have been writing back



Top Flite P-47 built by Bob Phillips of Rockhampton, Queensland, Australia. He builds a great scale model!

and forth since he read my construction article on the Heinkel He100, in Scale R/C Modeler, in 1982 (*The Heinkel is in our Photo Gallery on the web site*). Bob has called me several times through the years. The Heinkel article was republished in another magazine in 1990. At that time, an ex-RAF pilot called me from British Columbia and we talked WW II airplanes and models for an hour! When the earlier article was published, I received a letter from an ex-Luftwaffe pilot, along with photos of a free-flight He-100 that he had built during the war.

Last summer, an R/Cer in Florida contacted me with questions about the Elder 40 I built and reviewed (*May, 2003 RC Modeler*). He's building one just like mine, except the pilot's head turns with the ailerons! We've been communicating ever since. This is a great hobby, with the power to bring together people from all over the world!

Gotta Go Build

Spirits of St. Louis R/C Flying Club, Inc. Dues	
New Member Initiation Fee	\$25.00
Full Membership	\$100.00
Family Membership	\$125.00
Associate (Non-Flying) Membership (No Initiation Fee Required)	\$25.00
Junior membership (Under 16) (No Initiation Fee Required)	\$25.00
New members who join in August or September will pay \$10.00 each for August and/or September, and will also pay next years dues and initiation fee at the same time. New members who join on/after Oct. 1st get the next years dues included!	